

SOUTHERN CALIFORNIA



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GOVERNMENTS**

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Associated Governments

MEETING OF THE

LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE

Tuesday, March 17, 2015

8:30 a.m. - 10:00 a.m.

SCAG Offices

**818 West 7th Street, 12th Floor
Policy Committee Room B
Los Angeles, CA 90017
(213) 236-1800**

Videoconference Available

**Imperial SCAG Office
1405 North Imperial Avenue, Suite 1
El Centro, CA 92243**

San Bernardino SCAG Office

**1170 W. 3rd Street, Suite 140
San Bernardino, CA 92418**

South Bay Cities COG

**South Bay Environmental Services Center
20285 S. Western Avenue, Suite 100
Torrance, CA 90501**

Teleconference Is Available

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Jane Embry at (213) 236-1826 or via email embry@scag.ca.gov

Agendas & Minutes for the Legislative/ Communications and Membership Committee are also available at:

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The Regional Council consists of 86 elected officials representing 191 cities, six counties, six County Transportation Commissions, one representative from the Transportation Corridor Agencies, one Tribal Government representative and one representative for the Air Districts within Southern California.

Legislative/Communications and Membership Committee

March 2015

Pam O'Connor, District 41
Larry McCallon, District 7

Chair
Vice-Chair

Member

Becerra, Glen
Clark, Margaret
Daniels, Gene
Finlay, Margaret
Hagman, Curt
Lorimore, Clint
Martinez, Michele
Mitchell, Judy
Murray, Kris
Pettis, Greg
Viegas-Walker, Cheryl
Wapner, Alan

Representing

District 46
District 32
District 24
District 35
County of San Bernardino
District 4
District 16
District 40
District 19
District 2
District 1
SANBAG

**Legislative/Communications & Membership Committee
TELECONFERENCE INFORMATION — Pursuant to
Government Code §54953**

TELECONFERENCE INSTRUCTIONS

Please Call: (888) 363-4735 and enter Participant Code: 254034

**For Brown Act requirements please have your agenda posted at
your teleconference location.**

Thank you. If you have any questions, please call
Jane Embry at (213) 236-1826

TELECONFERENCE LOCATIONS:

Hon. Glen Becerra
Metropolitan Transit Authority
One Gateway Plaza
19th Floor, Room 19-44
Los Angeles, CA 90012

Hon. Margaret Clark
Rosemead City Hall
8838 E Valley Blvd
Rosemead, CA 91770

Hon. Margaret Finlay
2221 Rim Road
Duarte, CA 91008

Hon. Curt Hagman
San Bernardino County Government Center
385 North Arrowhead Avenue, 5th Floor
San Bernardino, CA 92415

Hon. Clint Lorimore
Eastvale City Hall
12363 Limonite Avenue, Suite 910
Eastvale, CA 91752

Hon. Michele Martinez
300 W. 2nd Street
Santa Ana, CA 92701

Hon. Kris Murray
200 S Anaheim Blvd,
Anaheim, CA 92805

Hon. Greg Pettis
Cathedral City Civic Center
68-700 Avenida Lalo Guerrero
Cathedral City, CA 92234

Hon. Alan Wapner
Ontario City Hall
303 E B Street
Ontario, CA 91764

LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE AGENDA MARCH 17, 2015

The Legislative/Communications & Membership Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.

CALL TO ORDER & ROLL CALL

(Hon. Pam O'Connor, Chair)

PUBLIC COMMENT PERIOD

Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker provided that the Chair has the discretion to reduce this time limit based upon the number of speakers. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

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| 1. Minutes of February 17, 2015 Meeting | Attachment | 1 |
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ACTION ITEMS

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| 2. SCAG Memberships/Sponsorship <ul style="list-style-type: none">• METRANS Transportation Center Associates Program (\$25,000)• Town Hall Los Angeles (\$2,500)• CEQA Working Group (\$5,000)• 2015 Randall Lewis Health Policy Fellowship Forum (\$6,800) <i>(Darin Chidsey, Director of SP&PA)</i> | Attachment | 5 |
| 3. AB 227 (Alejo) – Transportation Funding
<i>(Darin Chidsey, Director of SP&PA)</i> | Attachment | 9 |
| 4. AB 914 (Brown) – Toll Facilities: San Bernardino County
<i>(Darin Chidsey, Director of SP&PA)</i> | Attachment | 11 |
| 5. SB 767 (De Leon) – Los Angeles County Metropolitan Transportation Authority: Transactions and Use Tax
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INFORMATION ITEMS

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| 6. 2015 State and Federal Legislative Update
<i>(Darin Chidsey, Director of SP&PA)</i> | Oral Report | |
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<i>(Darin Chidsey, Director of SP&PA)</i> | Attachment | 15 |

LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE AGENDA MARCH 17, 2015

8. Strategy, Policy & Public Affairs Update
(Darin Chidsey, Director of SP&PA)

Oral Report

FUTURE AGENDA ITEMS

Any Committee member or staff desiring to place items on a future agenda may make such a request.

ANNOUNCEMENTS

ADJOURNMENT

The next meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30 AM, Tuesday, April 21, 2015 at the SCAG Los Angeles Office

**LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**February 17, 2015
Minutes**

The Legislative/Communications & Membership Committee held its February 17, 2015 meeting at SCAG's downtown Los Angeles Office.

Members Present

Hon. Glen Becerra, District 46 (**Teleconference**)
Hon. Margaret Clark, District 32
Hon. Gene Daniels, District 24
Hon. Margaret Finlay, District 35
Hon. Curt Hagman, County of San Bernardino – (**Teleconference**)
Hon. Clint Lorimore, District 4 – (**Teleconference**)
Hon. Michele Martinez, District 16 - (**Teleconference**)
Hon. Greg Pettis, District 2 - (**Teleconference**)
Hon. Cheryl Viegas-Walker, District 1 (**Teleconference**)

CALL TO ORDER

The meeting was called to order by the Hon. Gene Daniels at 8:40 a.m. Hon. Daniels introduced two new members to the Committee, as follows: Hon. Curt Hagman, representing the County of San Bernardino, and Hon. Clint Lorimore, representing District 4.

PUBLIC COMMENT PERIOD

There were no public comments presented.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the agenda

ACTION ITEMS

CONSENT CALENDAR

1. Minutes of January 20, 2015 Meeting

A MOTION was made (Finlay) to approve the Consent Calendar. The MOTION was SECONDED (Clark) and APPROVED by a majority vote. A roll-call vote was taken and recorded as follows:

AYES: Becerra, Clark, Daniels, Finlay, Lorimore, Martinez, Pettis, Viegas-Walker,

NOES: None

ABSTAIN: Hagman

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2. SCAG Memberships

Darin Chidsey, Director of Strategy, Policy & Public Affairs, provided a brief overview of the membership for the Committee's consideration, Los Angeles County Business Federation (BIZFED) - \$5,000.

A MOTION was made (Hagman) to approve the Los Angeles County Business Federation (BIZFED) Membership - \$5,000. The MOTION was SECONDED (Finlay) and APPROVED by a majority vote. A roll-call vote was taken and recorded as follows:

AYES: Becerra, Clark, Daniels, Finlay, Hagman, Lorimore, Martinez, Pettis, Viegas-Walker

NOES: None

ABSTAIN: None

3. AB 194 (Frazier) – High-Occupancy Toll Lanes

Darin Chidsey, Director of Strategy, Policy & Public Affairs, provided a brief overview of AB 194 (Frazier) – High-Occupancy Toll Lanes.

A MOTION was made (Hagman) to approve AB 194 (Frazier) – High-Occupancy Toll Lanes, with a specification to include more information and statistics in the Regional Council Report regarding low-income groups. The MOTION was SECONDED (Finlay) and APPROVED by a majority vote. A roll-call vote was taken and recorded as follows:

AYES: Becerra, Daniels, Finlay, Hagman, Lorimore, Martinez, Pettis, Viegas-Walker,

NOES: Clark

ABSTAIN: None

INFORMATION ITEMS

4. Federal and State Receptions Update

Darin Chidsey, Director of Strategy, Policy & Public Affairs, stated that as part of the National Association of Regional Councils, which was held February 8 – 11, 2015, SCAG in coordination with SANDAG hosted a reception for the entire Southern California delegation to discuss transportation reauthorization. Jeff Dunn, Senior Legislative Analyst, and Hon. Michele Martinez, representing District 16, provided additional highlights from the reception.

The Annual Sacramento Legislative Reception will be held on February 25, 2015 from 5:00 p.m. to 7:00 p.m. at the Sheraton Hotel.

Legislative/Communications & Membership Committee Minutes

5. FY 2016 Federal Budget: Transportation Funding Highlights

Darin Chidsey, Director of Strategy, Policy & Public Affairs, provided highlights of a meeting with the Secretary of Transportation regarding the President's Transportation Proposal.

6. Speaker Atkins' Transportation Infrastructure Funding Highlights

Darin Chidsey, Director of Strategy, Policy & Public Affairs, stated that there is good news from Sacramento regarding transportation funding. Speaker Atkins has put forth a proposal to increase transportation infrastructure funding in California. Mr. Chidsey noted that even though all the details are not available, it is very positive that Speaker Atkins is thinking about new ways to increase revenues toward transportation infrastructure. However, it is still unclear how those revenues will be distributed. Staff will continue to update the Committee.

7. Highway Users Tax Account Update

Darin Chidsey, Director of Strategy, Policy & Public Affairs, stated that projections for Highway Users Tax Account (HUTA) allocations for FY 2016 are lower than FY 2015 due to a downturn in revenue. The downturn will result in a reduction of funds available to cities and counties, thus increasing calls for new options for transportation funding or replacement of the gas tax.

8. Governor's FY 2016 Budget: Investing in California's Workforce

Darin Chidsey, Director of Strategy, Policy & Public Affairs, stated that when SCAG began working on poverty programs, it was clear that there is an opportunity at a regional level to better coordinate some of the workforce development and educational attainment. This issue was raised again at the Economic Summit in December, wherein it was made abundantly clear that this should be part of any poverty action plan moving forward.

9. Strategy, Policy & Public Affairs Update

Darin Chidsey, Director of Strategy, Policy & Public Affairs, stated that the General Assembly planning is under way. The Host Committee is meeting on February 23, 2015. Staff will update the Committee as plans move forward.

10. Legislative Tracking Report

Darin Chidsey, Director of Strategy, Policy & Public Affairs, introduced the new and improved Legislative Tracking Report. The report will update automatically and will be available on SCAG's website. Hon. Cheryl Viegas-Walker suggested notifying SCAG's membership that this new comprehensive tracking report is available. Hon. Margaret Finlay requested more information on AB 39 (High Occupancy Vehicle Lanes).

FUTURE AGENDA ITEMS

Hon. Margaret Clark requested that Curb-Side Drug Pick-Up be included on the next meeting agenda.

Legislative/Communications & Membership Committee Minutes

ANNOUNCEMENTS

Hon. Gene Daniels announced that the Gateway Cities COG 20th Anniversary held on February 4, 2015 was a success. The guest speaker was Norman Mineta.

Hon. Gene Daniels acknowledged Bruce Barrows last meeting with the Committee and thanked him for his service.

ADJOURNMENT

Hon. Gene Daniels adjourned the meeting at 9:30 a.m. The next regular meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30 a.m. – 10:00 a.m., Tuesday, March 17, 2015 at the SCAG Los Angeles office.

Reviewed by:



Darin Chidsey
Director, Strategy, Policy & Public Affairs

DATE: March 17, 2015

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: SCAG Memberships & Sponsorship

RECOMMENDED ACTION:

Approve

EXECUTIVE SUMMARY:

The Legislative/Communications & Membership Committee (LCMC) is asked to approve up to \$32,500 in FY 2016 memberships for the 1) METRANS Transportation Center Associates Program (\$25,000); 2) Town Hall Los Angeles (\$2,500); and 3) CEQA Working Group (\$5,000). In addition, the Committee is asked to approve up to \$6,800 in sponsorships for the 2015 Randall Lewis Health Policy Fellowship Forum.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

Memberships

1) METRANS Transportation Center Associates Program – (\$25,000)

The METRANS Transportation Center is one of the key transportation research, education, and outreach centers in the United States. With its focus on solving transportation problems of large metropolitan areas, it has used Southern California as a laboratory and developed methods to increase the efficiency and sustainability of the region's transportation systems. As a partnership of two of the largest universities in the region—University of Southern California (USC) and California State University, Long Beach (CSULB)—the Center trains the region's transportation professionals in engineering, urban planning, logistics, economics and public policy. Through conferences, workshops, and comprehensive media programs, METRANS serves as the regional focus for research dissemination and policy outreach. METRANS is a United States Department of Transportation-designated University Transportation Center.

The METRANS Associates Program provides the core support for METRANS. It serves as a model of collaboration between the University community, corporations, and government agencies who

come together to study emerging trends and forecasts in goods movement and international trade, discuss relevant and timely developments in transportation policy, and share best practices in the field. METRANS Associates enjoy unparalleled access to USC and CSULB faculty and other policy experts and leaders in transportation. Additionally, METRANS Associates receive access to exclusive educational opportunities and outreach programming that explore timely and relevant topics in transportation, and provide access to an elite network of professionals working in the field. METRANS Associates also have access to the intellectual capital provided by graduate students and faculty at USC and CSULB, who are available to assist with a variety of planning and analysis projects within transportation.

SCAG staff is recommending again a “Silver Partner” membership of \$25,000 on the METRANS Associates Program, which includes:

- Membership on the METRANS Advisory Board;
- Invitation to the Annual Transportation Policy Retreat;
- Invitation to quarterly transportation policy Fireside Chats with USC and CSULB faculty and other leading transportation experts;
- Half page feature in METRANS quarterly newsletter, METRANS News;
- Free registration at all METRANS/CSULB Center for International Trade and Transportation (CITT) events, including the National Urban Freight Conference;
- Recognition as METRANS Associate Silver Partner and Sponsor at all METRANS/CITT events, including the National Urban Freight Conference, Town Hall meetings, and the annual Seminar Series;
- Invitation to all VIP receptions held in conjunction with METRANS/CITT events; and
- Recognition on METRANS website and other communication materials.

SCAG has supported METRANS over the past several years by being a sponsor of the National Urban Freight Conference. With this enhanced partnership with METRANS, SCAG would no longer need to sponsor that event as its benefits, as well as registration, are included with the overall membership of the METRANS program. SCAG has written many letters of support on their behalf, which have contributed to their success in competing for state and federal research grants. In addition, METRANS has supported SCAG activities in the past, and a number of former interns at SCAG were from the METRANS Transportation Center.

2) Town Hall Los Angeles – (\$2,500)

Town Hall Los Angeles convenes events around topics of regional concern and provides a platform for the discussion of solutions from a nonpartisan viewpoint. Since 1937, Town Hall Los Angeles has been supported entirely through dues and grants from individuals and organizations in the region and is counted among the Top Ten Leadership Forums in the nation. Their archive of nearly 5000 speakers provides a rich context for conversations about today’s economy, infrastructure, job growth, and other topics of importance to the region. SCAG members attend their meetings and events depending on the subject and availability.

SCAG staff is recommending that the agency continue support of Town Hall Los Angeles at the “Civic Circle” membership level with annual dues of \$2,500, which includes:

- Acknowledgement on website and in promotional materials including event materials and communications to speakers and members;
- Corporate tables of ten (10) at member rate with logo on signage at events (limit of one (1) table per event);
- Invitations to VIP receptions and exclusive events; and
- Los Angeles-area employees can also opt-in to be “Designees” receiving the following perks:
 - o Professional development;
 - o Access to the nation’s leaders;
 - o Reduced prices and advance notice on events; and
 - o Preferred seating at keynote and panel events.

3) CEQA Working Group – (\$5,000)

The CEQA Working Group is a broad coalition representing business, labor, schools, hospitals, clean tech, transit, affordable housing and other organizations that are pushing for moderate reforms to the California Environmental Quality Act (CEQA) that will preserve its original intent – environmental protection and public disclosure – while eliminating some of the misuses of CEQA that hurt job creation, community renewal, and the environment.

The coalition’s list of partners includes, but is not limited to, some of the following organizations:

- California Alliance for Jobs
- Transportation California
- San Bernardino Associated Governments (SANBAG)
- Western Riverside Council of Governments (WRCOG)
- California Transit Association
- Riverside County Transportation Commission (RCTC)
- Association of California Cities Orange County
- Los Angeles County Economic Development Corporation (LAEDC)
- San Gabriel Valley Economic Partnership
- Inland Empire Economic Partnership
- Los Angeles County Business Federation

SCAG staff has worked closely with the CEQA Working Group in recent years and a number of the coalition’s partners on furthering responsible ideas and dialogue on CEQA reform, and is recommending membership—with dues at \$5,000—in the coalition.

Sponsorship



4) 2015 Randall Lewis Health Policy Fellowship Forum – (\$6,800)

The Randall Lewis Health Policy Fellowship Forum is an annual event conducted in partnership with Partners for Better Health (PBH) that is designed to spark conversations and strategic partnerships by highlighting the work of the current Randall Lewis Health Policy Fellows and Healthy Communities Initiatives from across the Southern California Region. This year's Forum will take place on April 22, 2015 at Red Hill Country Club in Rancho Cucamonga, CA from 5:00-7:00 PM.

The 2014-15 fellows are working in partnership with 23 municipalities on Healthy Communities Initiatives throughout San Bernardino, Riverside and Los Angeles Counties. The fellows are graduate students in public health and urban planning from 8 area universities. They represent emerging planning paradigms within Southern California that seek to incorporate public health into public policy and planning across the region. Through the fellowship, Healthy Communities jurisdictions are supported in their efforts to accelerate and support Healthy Communities capacity and the development of Sustainable Communities. SCAG's participation provides, but is not limited to, the following benefits:

- Expanded collaboration with Partners for Better Health and the Randall Lewis Health Policy Fellowship;
- Exposure of SCAG's work on public health to partners in the region; and
- Outreach opportunity for 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) partners in the region who will be attending the event.

SCAG staff is recommending a sponsorship in the amount of \$6,800, which will include:

- Exhibition booth space; and
- Speaking Opportunity for the Executive Director.

This event will bring together city, county, university and community leaders and feature a fellow poster session with as well as key speakers from Partners for Better Health and SCAG, spotlighting the Healthy Communities Initiatives from across Southern California.

FISCAL IMPACT:

\$39,300 for the memberships and sponsorship is included in the approved FY 14-15 General Fund budget.

ATTACHMENTS:


None.

Reviewed by:



Director, Strategy, Policy & Public Affairs

Reviewed by:



Chief Financial Officer

REPORT

DATE: March 17, 2015

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: AB 227 (Alejo) – Transportation Funding

RECOMMENDED ACTION:
 Support

EXECUTIVE SUMMARY:

AB 227 would repurpose truck weight fees and move them from the General Fund back to the State Highway Account, equaling a nearly \$1 billion investment annually. The bill would also expedite the repayment of several loans made to the General Fund from various transportation accounts during the economic downturn. Finally, AB 227 would remove the existing sunset on local jurisdictions' ability to enter into public private partnerships. Staff recommends support consistent with board adopted 2015 state legislative priorities to increase funding opportunities for transportation and to promote innovative project finance structures for transportation such as public private partnerships.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

In recent years during the state's economic downturn, funds that were once collected for the purpose of maintaining the transportation system were diverted to the General Fund to pay off debt and maintain other services. For example existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes; and also provides for the transfer of certain weight fee revenues to the transportation Bond Direct Payment Account for direct payment of debt service on other transportation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes.

AB 227 would repeal these provisions, thereby retaining the all weight fee revenues in the State Highway Account to support the state's highway system.

Existing law also provides that fuel excise tax revenues imposed by the state on motor vehicle fuels be deposited into the Highway Users Tax Account (HUTA), and appropriates those revenues to various purposes. With respect to the portion of these revenues derived from increases in the motor vehicle fuel excise tax in 2010 as part of the fuel tax 'swap', existing law requires these funds be allocated to the

REPORT

State Highway Account to reimburse the amount of weight fee revenues diverted from the State Highway Account as part of the swap to pay debt service on transportation general obligation bonds and to make certain loans to the General Fund, with the remaining amount of these increased excise tax revenues to be allocated 44% to the State Transportation Improvement Program (STIP), 12% to the State Highway Operation and Protection Program (SHOPP), and 44% to city and county streets and roads.

This bill would delete the provisions relating to the reimbursement of the State Highway Account for weight fee revenues, and instead provide for the *entire* portion of fuel excise tax revenues derived from increases in the motor vehicle fuel excise tax to be allocated 44% to the STIP, 12% to the SHOPP, and 44% to local streets and roads.

Finally, AB 227 would delete the January 1, 2017 sunset date allowing public-private partnership agreements for certain transportation projects charging tolls and user fees.

Summary and Recommendation

The purpose of these provisions are to return weight fees to its original intended purpose to support the state highway system; to return the increased state excise tax on gasoline to its intended purposes prior to the gas tax swap of 2011, and to end the provisions that were passed during severe state budgetary shortfalls borrowing from transportation funding sources to pay bond debt instead of maintaining and investing in the transportation system. The author notes that with the state's improved economic outlook and recovery, evidenced by the nonpartisan Legislative Analyst's Office expecting the state's budget to be \$2.5 billion higher previously estimated, that now is the time return these funds to direct transportation investments and to reinvest in the state's roadways and infrastructure.

The bill's provisions are consistent with SCAG policy and adopted 2015 state legislative priorities to increase funding for transportation, by removing transportation revenues otherwise encumbered to service debt and pay off old bonds and instead direct these funds to support the state and local government's transportation system. The bill also promotes continued authority to enter into public-private partnerships for toll projects to provide additional, sustainable funding for needed projects.

AB 227 is referred to the Assembly Transportation Committee; hearing is not yet calendared on the bill. The deadline to move fiscal bills from policy committee of the first house of this, the first year of the 2015-16 legislative session, is May 1. Staff recommends the Legislative/Communications and Membership Committee (LCMC) forward a support recommendation for adoption by the Regional Council at its April 2, 2015 meeting.

AB 227 as introduced is attached.

ATTACHMENTS:

AB 227 (Alejo)

REPORT

DATE: March 17, 2015

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: AB 914 (Brown) – Toll Facilities: San Bernardino County

RECOMMENDED ACTION:
 Support

EXECUTIVE SUMMARY:

This bill would authorize the San Bernardino County Transportation Commission (SANBAG) to construct and operate certain transportation facilities implementing express lanes on State Highway Routes 10 and 15 as toll facilities in the County of San Bernardino and, with the agreement of affected transportation agencies, in the Counties of Los Angeles and Riverside. The bill would require the toll revenues to be spent for specified transportation purposes and would authorize SANBAG to issue revenue bonds payable from toll revenues. This bill would provide, additionally, that vehicles with air quality decals not be exempt from tolls on toll facilities implemented in the County of San Bernardino or adjoining counties under this bill.

STRATEGIC PLAN:

This item supports SCAG’s Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

AB 914 is sponsored by the San Bernardino Associated Governments (SANBAG), a regional partner agency, to grant it authority to implement an express lane program in the county on the I-10 and the I-15 corridors. The bill is introduced in recognition of the facts that the Inland Empire is the fastest growing region in Southern California. San Bernardino County, in particular, has grown to over 2.1 million residents and is projected to reach 3.4 million by 2050. The I-10 and I-15 corridors are amongst the most congested in the state, seeing up to 260,000 and 223,000 vehicles per day respectively. In 2045, these volumes are expected to reach 668,500 vehicles per day combined, a 38% percent increase.

The I-10 and I-15 corridors are also are increasingly urbanized, making continued expansion a challenge. These routes are also utilized as important recreational and goods movement corridors, seeing up to 47,500 trucks per day combined. Alternative ways of managing congestion must be utilized to serve the growing needs in this area.

There are two primary ways to manage capacity in a given lane in California. High Occupancy Vehicle (HOV) lanes are managed by occupancy restrictions, requiring either two or more riders, or three or more riders in order to use the lane. Express, or toll lanes, utilize a mixture of both occupancy and pricing to manage the capacity of the lanes in order to maximize the throughput.

HOV Lanes are becoming increasingly congested and the California Department of Transportation is seeking ways to meet federal standards for HOV lane use. Many facilities across the state have had to increase their occupancy from 2+ to 3+ in order to meet this standard.

Express Lane facilities are increasingly being studied as regional transportation agencies throughout California struggle to manage increasing traffic demands within existing, limited budgets. This model uses value or congestion pricing to manage traffic demands in a corridor. As congestion increases, the price also increases thereby reducing demand for the facility. Facilities across the state also consider various incentives for carpools, motorcycles, and alternative fuel vehicles, depending on the unique needs and demands of the region.

In 2006, the Legislature delegated responsibility for approving toll lanes to the California Transportation Commission, but limited its authority to no more than four projects statewide. This authority has been fully expended and thus several local transportation agencies have sought legislative authorization to establish express or toll lanes in their respective jurisdictions in the years following the passage of that bill.

Summary and Recommendation

AB 914 would authorize a new express lane program to be operated on the I-10 and I-15 corridors by SANBAG. Projected time savings for commuters using these facilities would range from 14 to 43 minutes on I-15 and 6.8 to 20.2 minutes on I-10, per trip. The bill provides for enhanced, locally controlled funding to construct a fiscally sustainable project that reduces congestion, maximizes throughput and helps to achieve air quality benefits attendant thereto. The Legislative/Communications and Membership Committee (LCMC) recommended support of a bill last year, AB 1721 (Linder) granting similar authority to the Riverside County Transportation Commission. Staff recommends the LCMC forward a support recommendation for adoption by the Regional Council.

A copy of AB 914 as introduced is attached.

ATTACHMENTS:

AB 914 (Brown)

DATE: March 17, 2015

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: Senate Bill 767 (De Leon) – Los Angeles County Metropolitan Transportation Authority: Transactions and Use Tax

RECOMMENDED ACTION:

Support

EXECUTIVE SUMMARY:

SB 767 (De Leon) sponsored by the Los Angeles Metropolitan Transportation Authority (LA Metro) would allow LA Metro to seek county wide voter approval to impose an additional transportation transactions and use tax at a rate of 0.5% to the county sales tax for a period to be determined by LA Metro, subject to various requirements including the adoption of an expenditure plan. The bill is consistent with long-standing SCAG policy supporting local voter-approved measures that increase funding for local transportation purposes as well as 2015 state legislative priorities adopted by the Regional Council to support financing opportunities to further develop transportation projects and infrastructure investment.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

Los Angeles is one of the nation's most congested transportation corridors in the nation. Recent studies indicate that an auto commuter in Los Angeles spends an average of 61 hours delayed in traffic per year, costing about \$1,300 per year in lost time and wasted fuel due to congestion. These numbers are expected to increase as the county's population continues to grow. At the state level, investments to preserve California's transportation system have not been sufficient to meet demand; traditional fuel tax revenues are not keeping pace with inflation, and the large increase in number of more fuel-efficient cars and alternative fuel vehicles are reducing this funding.

Consequently local transportation agencies have turned to the voters to provide the authority and funding for priority transportation projects, which have addressed some of the transportation need at a regional level. In Los Angeles, Measure R was approved by a majority of the voters in November of 2008. Due to California's county sales tax cap of a combined 2% and Los Angeles' existing sales taxes, AB 2321 (Feuer, 2008) was introduced and chaptered to allow LA Metro to levy an additional sales tax and put Measure R on the ballot. That measure enacted a half-cent transaction and use tax increase; raising LA County's sales tax to a minimum 9% (several other cities have raised it to 9.5%). The Measure R sales tax increase, effective for 30 years, finances transportation projects and programs, and

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accelerates those that were already in the pipeline. The Los Angeles Economic Development Council estimated in 2008 that Measure R projects will create 166,000 jobs.

Although Measure R is improving transportation in Los Angeles, many local governments and transportation stakeholders in the region recognize there are still large unmet needs and that many worthy projects, particularly transit projects, will not be funded by Measure R. An additional half-cent sales tax will allow Los Angeles County to further expand its transit system, address further highway needs around the county, support local agency transportation programs, and improve the Metrolink service.

Bill Provisions

SB 767 as introduced would authorize LA Metro to seek county-wide voter approval of a 0.5% increase to the countywide sales tax, for a period to be determined by LA Metro. Bill provisions require that the ordinance imposing the tax to contain an expenditure plan, to be approved by the LA Metro Board, listing the transportation projects and programs to be funded from net revenues from the tax. Finally, the bill would allow LA Metro to incur bond debt payable from the net revenues of the tax.

Summary and Recommendation

If this bill passes, LA Metro will be able to go to the voters again and ask if they would support raising taxes for transportation purposes. To that end, LA Metro is working with subregional Councils of Governments (COGs) to develop their unfunded transportation projects to be incorporated into the countywide expenditure plan. The bill is supported by the Office of LA Mayor Eric Garcetti in addition to LA Metro; there is no opposition to the bill. Senator De Leon's office indicates the bill likely will receive first hearing in the Senate Transportation Committee in early to mid-April. The deadline to move fiscal bills from policy committee of the first house this year, the first of the 2015-16 legislative session, is May 1.

Staff recommends the Legislative/Communications and Membership Committee (LCMC) forward a support recommendation for adoption by the Regional Council of SB 767, to put the proposed tax increase before the voters as it has in the past with Measure R and other local voter approved revenue measures for transportation. A copy of SB 767 as introduced is attached.

ATTACHMENTS:

SB 767 (De Leon)

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DATE: March 17, 2015

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: State & Federal Bills of Interest

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

Of the approximately 800 legislative bills introduced in the final week of February prior to the deadline to introduce bills, staff has identified the following bills which are of significant interest and will be closely monitored this legislative session. Staff may come back to the Legislative/Communications and Membership Committee (LCMC) with further recommended actions or updates to these bills. Also included is a brief summary of a national freight bill that will be introduced in the near future by Representative Alan Lowenthal (D-Long Beach) that SCAG will follow closely and likely support.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

State

AB 210 (Gatto) - High-occupancy vehicle lanes: County of Los Angeles. This bill would prohibit, commencing July 1, 2016, any high-occupancy vehicle lane from being established on specified portions of state highway routes in the County of Los Angeles, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the Department of Transportation. The bill would require any existing high-occupancy vehicle lane established on the specified portions of these routes to be modified to conform with those requirements. LA Metro is working with the author and currently has no position on the bill. Staff will monitor closely and apprise the committee of further developments with this bill.

AB 1068 (Allen) – California Environmental Quality Act (CEQA): Priority Projects. The California Environmental Quality Act (CEQA) requires a lead agency to prepare and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project

would avoid or mitigate that effect and there is no substantial evidence that the project would have a significant effect on the environment. CEQA establishes procedures by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA and the judicial remedies available.

This bill would authorize each Member of the Legislature to nominate one project within his or her respective district each year, and the Governor to designate those projects as priority projects if the projects meet specified requirements. The bill would require the Governor to provide a notice of the designation to the appropriate lead agency and to the Office of Planning and Research. The bill would require the lead agency to notify the public and interested stakeholders of the designation. The bill would require that an environmental impact report be prepared for each priority project, but would authorize tiering from previously prepared reports. The bill would prohibit the court from staying or enjoining the implementation of a priority project unless the court makes specified findings and would limit any stay or injunction as provided. This bill is a late introduction by the Orange County Business Council and staff will monitor and work with the OCBC to determine future progress of the bill.

AB 1095 (Garcia) – The Water Quality, Supply, and Infrastructure Improvement Act of 2014. This bill would appropriate an *unspecified* sum from the \$475,000,000 portion of the Proposition 1 funds to the Natural Resources Agency to be used for restoration projects that fulfill obligations of the state in complying certain obligations including, among others, intrastate or multiparty water quantification settlement agreement provisions, relating to the Salton Sea. It is anticipated that numerous other bills will be introduced related to use of these funds which staff will track and advise the committee of in addition to this bill prior to making further recommendations on these related bills.

SB 321 – (Beall) – Motor Fuel Excise Taxes: Rate Adjustments. Existing law requires the State Board of Equalization, for the 2011–12 fiscal year and each fiscal year thereafter to adjust the motor vehicle fuel tax rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the sales and use tax exemption on motor vehicle fuel. Existing law also requires, in order to maintain revenue neutrality, the board to take into account actual net revenue gain or loss for the fiscal year ending prior to the rate adjustment date. Existing law requires this determined rate to be effective during the state’s next fiscal year. This bill would, for the 2015–16 fiscal year and each fiscal year thereafter, instead require the board to adjust the rate in a manner as to generate an amount of revenue equal to the average amount of revenue loss attributable to the exemption over the next five fiscal years, and continuing to take into account adjustments required by existing law to maintain revenue neutrality. This bill would authorize, for rate adjustments made after January 1, 2015, in order to reduce the potential volatility of the revenues generated by the motor vehicle fuel tax, the board to make partial adjustments over 3 consecutive years to take into account the net revenue gain or loss of any fiscal year. The objective of the legislation is to reduce fluctuation of revenues in the Highway Users Transportation Account (HUTA) in addition to other impacts.

Federal

“Economy in Motion: The National Multimodal and Sustainable Freight Infrastructure Act” – to be introduced by Representative Alan Lowenthal that purportedly will establish a Freight Transportation Infrastructure Trust Fund; National Multimodal Freight Funding Formula Program for States including tiered projects with a single state formula and multi-state collaborative projects; a National Freight Infrastructure Multimodal Competitive Grant Program for Local, Regional and State Governments; a set aside for technology neutral clean energy demonstration projects; and a National Multimodal Freight

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Network and Strategic Plan. The bill purportedly will provide approximately \$8 billion funding annually provided through a 1 percent waybill fee on goods movement, requiring the entity paying for the cargo to be shipped via ground transportation within the U.S. to pay a fee of a percentage of the total cost of that transportation. Staff will apprise the LCMC as the bill is introduced with recommended action if any.

ATTACHMENTS:

None.